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Environmental Impact Assessment Record of Determination

A78 Inverkip

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Project Details

Description

Amey has been commissioned by Transport Scotland to carry out resurfacing works along the A78 in Inverkip. The proposed works are designed to improve surface quality, skid resistance, and overall improve road safety performance of the road networks. The scheme covers 11,841m² along the A78.

The proposed resurfacing works are being planned in conjunction with Inverclyde Council's ongoing City Deal scheme, which involves the installation of two new signalised junctions on the A78 trunk road in Inverkip. These works commenced in May 2025 and are scheduled for completion in November 2025. Following the implementation of the Strategic Road Safety (SRS) scheme, it was concluded that improvements to the road surface were necessary to enhance overall safety at the junctions. The resurfacing will support the safe operation of the new infrastructure and contribute to long-term road user safety.

Construction will include the installation of road pavement inlays at varying depths between 50-110mm along a section of the A78. The surface will be milled off to these depths then resurfaced using a paver to match the same thickness of the material removed. A hot applied bitumen sealant will be used to seal the new and existing materials at both ends of the scheme.

Construction activities include:

- Implementation/continuation of Traffic Management (TM) associated with the installation of the Inverclyde Council works;
- Milling out of existing material by road planer;
- Loader used to collect and move excess material within work area;
- Sweeper to collect loose material;
- Waste material will be removed from site;
- New materials will be laid including: binder, bituminous asphalt and tack bond, and compressed using a road paver and compacted by a roller;
- Road markings, traffic signal loops and road studs will be applied where necessary by Amey and Inverclyde council following the installation of the new road surface; and
- TM removal by Inverclyde Council following completion of their scheme.

The following plant/machinery/vehicles may be used throughout the scheme:

- Planer;
- Wagon(s);
- Bitumen tank;
- Extrusion liner;
- Paint tanker;
- Loop cutting machinery;
- Paver; and
- Roller(s)

Location

The scheme is located along the A78 Main Street within Inverkip, within Inverclyde Council. The scheme can be found at the following National Grid Reference Points:

Start: NS 20102 71823

End: NS 21106 72377

Please see below Figure 1: Scheme Location Plan

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Description of Local Environment

Air Quality

The scheme is located within an urban area of Inverkip, along the A78 which is bordered by residential properties to the south and Inverkip Marina to the north. There are approximately 200 residential properties located within 200m of the works. The closest residential property is situated 13m south along Main Street. Further - sensitive air quality receptors within 200m include the following:

- Inverkip War Memorial Park located immediately north of the A78
- Happitots Nursery Inverkip located approx. 30m south
- Foresters House Hotel located approx. 50m south
- Inverkip Primary School located approx. 55m south
- Daff Glen Inverkip Park located approx. 190m south
- Inverkip Skelmorlie & Wemyss Bay Church located approx. 112m south
- Inverkip Cemetery located approx. 160m south
- Inverkip Community Hub located approx. 45m east

Inverclyde Council has not declared any [Air Quality Management Areas](#) (AQMA)s within the vicinity of the proposed resurfacing works.

Baseline air quality is predominantly influenced by vehicle traffic along the A78. The closest manual count point [50760](#) within the scheme extents highlights the Annual Average Daily Flow (AADF) of traffic for all motor vehicles in 2024 was 11,707 motor vehicles with 129 of those being Heavy Good Vehicles (HGVs). This level of traffic represents the most significant local source of air pollutants.

A review of the Scottish Pollutant Release Inventory ([SPRI](#)) confirms that no registered pollutant-emitting facilities are located within a 1km radius of the scheme extents.

Cultural Heritage

A desk-based assessment was undertaken using [Pastmap](#). A 300m study area was applied to identify designated cultural heritage assets (see Table 1), while a 200m study area was used for non-designated cultural heritage assets (refer to Table 2 below).

Table 1: Designated Cultural Heritage Assets within 300m

Name	Reference Number	Description	Distance from Scheme
Inverkip	N/A	Conservation Area	Immediately south the A78 carriageway.
Inverkip Village Ellenbank	Ref: LB12471	Listed Building	Approx. 16m south from the carriageway.
Woodside" Main Street, Inverkip	Ref: LB12467	Listed Building	Approx. 41m south from the carriageway.
Alexander Place, Main Street, Inverkip	Ref: LB12466	Listed Building	Approx. 50m south from the carriageway.
Inverkip Parish Church. Inverkip.	Ref: LB12465	Listed Building	Approx. 110m south from the carriageway.
Kirkbrae House, Burial Vault 65m Ene of	Ref: SM12814	Scheduled Monuments	Approx. 120m south from the carriageway.

Table 2: Non-Designated Cultural Heritage Assets within 100m

Name	Reference Number	Description	Distance from Scheme
Inverkip, War Memorial	Ref: 198919	Canmore	Approx 30m north from the carriageway.
Inverkip, Main Street, Ellenbank	Ref: 199279	Canmore	Approx. 16m south from the carriageway.
Inverkip, Main Street, Woodside	Ref: 199281	Canmore	Approx. 40m south from the carriageway.

Name	Reference Number	Description	Distance from Scheme
Inverkip, 122 Main Street, Police House	Ref: 317057	Canmore	Approx. 30m south from the carriageway
Inverkip, Main Street, Alexander Place	Ref: 199278	Canmore	Approx. 53m south from the carriageway
Inverkip, Station Road, General	Ref: 198915	Canmore	Approx. 72m south from the carriageway
Inverkip, Daff Mill Cottage	Ref: 199137	Canmore	Approx. 90m south from the carriageway

No Inventory Battlefields or World Heritage sites were identified within 300m of the scheme.

Landscape and Visual Effects

The scheme is characterised by a dense residential setting, with numerous homes directly adjacent to the works area. The lack of vegetation screening along certain sections of the scheme extents suggests that residential properties and surrounding businesses as well as any recreational paths will have a view of the works.

[Scotland's Environment Map](#) identifies several areas of ancient woodland within 500m of the proposed works, the nearest of which lies immediately south of the A78 near the scheme's starting point. No Tree Preservation Orders (TPOs) have been recorded within 500m of the site. Additionally, the scheme does not fall within a National Park (NP) or National Scenic Area (NSA) designation.

The [Landscape Character Type \(LCTs\) Map](#) identifies the area as belonging to the 'Raised Beach – Glasgow & Clyde Valley' character type. This landscape feature is typical of many parts of Scotland's West Coast, including Ayrshire, Arran, Bute, and Kintyre. Within the Glasgow and Clyde Valley region, raised beach formations are evident in Inverkip and along the Inner Firth of Clyde, occurring within the Inverclyde and Renfrewshire local authority areas.

The [Historic Landscape Assessment \(HLA\) Map](#) indicates that the land surrounding the scheme extents has previously been classified as rough grazing, urban area, managed woodland, and recreation area.

[Pastmap](#) has identified the Ardgowan ([Ref: GDL00021](#)) Garden & Designed Landscapes located 120m north of the scheme extents. The designed landscape at Ardgowan dates from around 1800. The parkland, woodland and gardens provide an overall setting for the category A listed house and contributes to the local scenery.

Biodiversity

[Sitelink](#) has identified Renfrewshire Heights Special Protection Area (SPA) ([8667](#)), a European designated site located approximately 2km east of the scheme extents. Due to the distance and like-for-like nature of the works, no Habitats Regulations Appraisal (HRA) has been undertaken in this instance. No national designations such as Sites of Special Scientific Interest (SSSIs) or Local Nature Reserves (LNRs) have been recorded within 1km of the scheme extents.

The NBN Atlas has identified the presence of two Invasive Non-native Species (INNS) within 500m of the scheme extents: Japanese knotweed (*Fallopia japonica*) and Rhododendron (*Rhododendron ponticum*). However, Amey's Southwest database has not recorded any INNS within the scheme extents.

A search of Transport Scotland's Asset Management Performance System (AMPS) online mapping tool highlights the following target species, Rosebay willowherb (*Chamaenerion angustifolium*), and Broad leaf dock (*Rumex obtusifolius*) scattered along the verge of the A78.

Due to the urban location, the nature of the works, and all works will be confined within the carriageway boundary, a site visit has not been deemed necessary for ecological site visit.

Geology and Soils

[SiteLink](#) confirms that there are no Geological Conservation Review Sites (GCRS), geological Sites of Special Scientific Interest (SSSIs), or Local Geodiversity Sites (LGS) within 500m of the scheme extents.

According to the [Scotland Soil Map](#) the soil within the scheme extents is classified as Brown Soils.

[The British Geology Viewer](#) identifies the geological composition of the scheme extents as follows:

Superficial deposits

- Superficial Deposits - Sediment. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.
- Raised Marine Deposits of Holocene Age - Clay, silt, sand and gravel. Sedimentary superficial deposit formed between 11.8 thousand years ago and the present during the Quaternary period.

Bedrock geology

- Kelly Burn Sandstone Formation - Sandstone. Sedimentary bedrock formed between 382.7 and 358.9 million years ago during the Devonian period.
- Clyde Sandstone Formation - Sandstone. Sedimentary bedrock formed between 346.7 and 344.5 million years ago during the Carboniferous period.

The excavations will be shallow and therefore not be deep enough to affect the superficial deposits or bedrock. Also, as the works will be restricted to the existing carriageway boundary and previously engineered layers, it has been determined that the project does not carry the potential to cause direct or indirect impact to geology or soils. As such, no significant impacts are anticipated, and geology and soils has been scoped out of requiring further assessment.

Material Assets and Waste

Table 3 and 4 details the materials required, and the anticipated waste outputs associated with the works.

Table 3: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	• Bituminous surfacing materials (TS2010 binder/base); • Vehicle fuel; • Road marking materials and studs; • Oil; and • Lubricant.	A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course. TS2010 surface course allows a wider array of aggregate sources to be considered when compared to typical Stone Mastic Asphalt (SMA). As

Activity	Material Required	Origin/ Content
		a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.

Table 4: Key wastes arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site Construction	Road planings (inert bituminous materials);	Uncontaminated road planings arising from the works will be fully recycled under a SEPA Paragraph 13(a) Waste exemption in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings. From November 1st 2025 these exemptions will be phased out in favour of Environmental Authorisations (Scotland) Regulations (EASR). However, where planings meet SEPA's criteria, they will be fully recycled. Following on-site coring investigations and testing, no coal-tar was identified within the surfacing of the carriageway within the scheme extent.

Activity	Waste Arising	Disposal/ Regulation
		As the scheme is <i>not</i> greater than £350,000 a Site Waste Management Plan (SWMP) is <i>not</i> required.

Noise and Vibration

There are approximately 200 residential properties located within 300m of the works, the closest one being 13m south along Main Street. Further non-residential noise sensitive receptors within 300m include:

- Inverkip War Memorial Park located immediately north of the A78
- Happitots Nursery Inverkip located approx. 30m south
- Foresters House Hotel located approx. 50m south
- Inverkip Primary School located approx. 55m south
- Daff Glen Inverkip park located approx. 190m south
- Inverkip Skelmorlie & Wemyss Bay Church located approx. 112m south
- Inverkip Cemetery located approx. 160m south
- Inverkip Community Hub located approx. 45m east

Baseline noise is predominantly influenced by vehicle traffic along the A78. The closest manual count point [50760](#) within the scheme extents highlights the AADF of traffic for all motor vehicles in 2024 was 11,707 motor vehicles with 129 of those being HGVs.

According to the [Transportation Noise Action Plan \(TNAP\) 2019-2023](#), the scheme extents are not located within a Candidate Noise Management Area (CNMA) or Candidate Quiet Areas (CQA).

According to [Scotland Noise Map](#) during daytime hours the modelled noise within the scheme extents ranges from 58dB to 70dB LDAY and during night-time hours the noise within the scheme extents ranges from 53dB to 65dB LNLT.

Population and Human Health

[Inverclyde Core Path Plan](#) has highlighted that Core path 1A is located along a pedestrian bridge directly above the A78 where the works will be taking place. There are also non-designated footpaths present along the A78 carriageway, providing pedestrian connectivity through the area. [National Cycle Route](#) 753 is situated immediately north of the A78, beginning in Inverkip and following the coastline through Inverclyde. No [Bridleways](#) have been recorded within 300m of the proposed works.

The A78 is well-served by public transport infrastructure, with multiple bus stops located within 300m of the works offering services to and from Greenock, Inverkip and Glasgow. The road also functions as a primary access route for adjacent residential properties and local businesses within Inverkip.

Street lighting is present throughout the scheme extents, supporting visibility and safety during evening hours.

Road Drainage and the Water Environment

According to [Scottish Environment Protection Agency \(SEPA\)'s water classification hub](#), two designated watercourses are located within 500m of the proposed works:

- Firth of Clyde Inner – Dunoon and Wemyss Bay (ID: 200036): Located approximately 60m north of the works, this watercourse is classified as having 'good' overall ecological potential.
- Kip Water (ID: 10372): Situated approximately 124m north of the works, Kip Water is classified as having 'poor' overall ecological potential.

In addition, Daff Burn is a non-designated watercourse that runs through a culvert beneath the scheme extents at National Grid Reference (NGR) NS 20754 72199.

[SEPA's Flood Maps](#) indicate a high likelihood of both river and surface water flooding within the scheme extents, suggesting an annual flood probability of approximately 10%.

The [groundwater](#) within the scheme extents is identified as Wemyss Bay groundwater (ID: 150531), which is also classified as having *good* overall ecological potential. The scheme is not within a [Nitrate Vulnerable Zone \(NVZ\)](#).

Drainage along the A78 within the scheme extents comprises roadside gullies positioned on either side of the carriageway.

Climate

Carbon Goals

[The Climate Change \(Scotland\) Act 2009](#), as amended by the Scottish Carbon Budgets Amendment Regulations 2025 sets out the statutory framework for reducing greenhouse gas (GHG) emissions in Scotland. The prior annual and interim targets have been replaced by five-year carbon budgets, which sets limits on the amount of GHGs that can be emitted in Scotland.

The proposed carbon budgets are aligned with advice from the UK Climate Change Committee (CCC) and calculated in accordance with the 2009 Act. The 2025 Regulations define the baseline years for emissions reductions as 1990 for greenhouse gases including carbon dioxide, methane, and nitrous oxide, and 1995 for others such as hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride (as set out in Section 11 of the Act). The budgets are as follows:

- 2026 - 2030: Average emissions to be 57% lower than baseline.
- 2031 - 2035: Average emissions to be 69% lower than baseline.
- 2036 - 2040: Average emissions to be 80% lower than baseline
- 2041 - 2045: Average emissions to be 94% lower than baseline

Monitoring, Management and Opportunities

To support our journey towards carbon neutral and zero waste we include potential opportunities for enhancement utilising circular economy principals within assessment of material assets.

Amey (working on behalf of Transport Scotland) undertake carbon monitoring. Emissions from our activities are recorded using Transport Scotland's Carbon Management System.

Further information identifying how Amey will obtain the above Carbon Goals can be viewed within the Carbon Management and Sustainability Plan Roadmap to net-zero: STRNMC – South West.

Policies and Plans

This Record of Determination (RoD) has been undertaken in accordance with Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 (RSA EIA Regulations) along with Transport Scotland's Environmental Impact Assessment Guidance ([Guidance – Environmental Impact Assessments for road projects \(transport.gov.scot\)](#)). Relevant guidance, policies and plans accompanied with the Design Manual for Roads and Bridges ([Design Manual for Roads and Bridges \(DMRB\)](#)) LA 101 and LA 104 were used to form this assessment.

Description of Main Environmental Impacts and Proposed Mitigation

Air Quality

Impacts

- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.
- During construction there is the potential for an increase in dust and emissions from plant, machinery and site activities. This is likely to cause deterioration in air quality within the local area. These impacts will last for the duration of the works only.
- An increase in the use of HGVs during construction will likely have a temporary impact on air quality within the local area.
- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.
- Post construction there will be no change to the traffic volume, speed or road alignment.

Mitigation

Best practice and measures as outlined in the '[Guidance on the assessment of dust from demolition and construction \(January 2024\)](#)' published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:

- The site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- Minimise drop heights from conveyors and other loading or handling equipment.
- Ensure vehicles entering and leaving the work area are covered to prevent escape of materials during transport;

- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods; and
- When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles.
- Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- Where possible, materials will be sourced locally.
- Surfaces will be swept where loose material remains following planing.

The residual effects are considered not significant and does not warrant any further assessment in accordance with DMRB Guidance document LA 105: Air Quality.

Cultural Heritage

Impacts

- The works all located within the carriageway are therefore unlikely to result in any physical alteration to the designated and non-designated heritage assets identified, there no impacts on Cultural Heritage are anticipated.
- There will be no impacts on the Inverkip Conservation Area as works will be confined to the A78 carriageway.

Mitigation

- During construction, plant, vehicles, personnel, materials etc. will be contained to hardstanding areas within the carriageway boundary at all times.
- If any archaeological finds, including coins, pottery are found, these must not be removed and Amey's Environment team will be contacted for further advice.

Providing all works operate in accordance with current best practice, no significant effects are predicted on cultural heritage.

In accordance with DMRB Guidance document LA 116: Cultural Heritage, no further assessment is required.

Landscape and Visual Effects

Impacts

- Works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape during and after construction.
- The works will have a temporary impact on the visual receptors during construction such as additional lighting, presence of works, traffic management and plant being present.
- There will be no impacts to the Ardgowan Garden & Designed Landscape as works are confined to the A78 carriageway boundary.

Mitigation

- Plant/machinery/materials will be stored in unobtrusive areas when not in use and will not be stored on grass verges.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the works are unlikely to be significant.

Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

- During night-time programming, misdirected site lighting could cause disturbance to any surrounding nocturnal species in the general area.
- An increase in noise levels has the potential to disturb any protected species nearby.
- There will be no impacts to the target species identified along the verge of the A78 as the works will remain within the carriageway boundary.

Mitigation

- Any artificial lighting will be pointed directly at the works as to minimise impact on nocturnal species.
- If the event that protected species are discovered during works, all work will cease, and a member of Amey's Environmental Team will be contacted.

- On site light sources will be kept to a minimum and only used as required.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- As part of the NMC contract, Amey, on behalf of transport Scotland, have been asked to keep a record of various target species, including Rosebay willowherb and Common ragwort. Works will not cause the spread of this species, if works are likely to result in the spread of this species through disturbance, the landscaping team will be consulted.
- Amey's Environmental Team will be contacted to allow consideration if potential effects if unplanned works are to be undertaken beyond the carriageway boundary, any change to the programme or unforeseen vegetation clearance is required.

With the above mitigation measures and best practice being adhered to, no significant effects on biodiversity are anticipated.

Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Material Assets and Waste

Impacts

- Transportation and recovery of materials or waste will require energy deriving from fossil fuel, a non-renewable source. Fossil fuels are finite resources, and their extensive use for energy-intensive processes like transportation accelerates their depletion.
- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period, which will reduce the need for further materials and wastes.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing Greenhouse Gas (GHG) emissions.
- The use of TS2010 Surface Course will prolong the period before future resurfacing is required, compared to other types of road surface. Future repairs can be able to be carried out easily via inlay
- The works will result in contribution to resource depletion through use of virgin materials.
- Non-recycled construction waste often ends up in landfills. Without recycling, the demand for virgin materials increases, putting pressure on natural reserves.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot where possible to reduce haulage and scheme associated journeys, reducing impact of associated Greenhouse Gases (GHG) emissions on climate change.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally. Not all materials will be able to be reused/recycled and will require landfilling.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.
- Uncontaminated road planings arising from the works will be fully recycled under a SEPA Paragraph 13(a) Waste exemption in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings.
 - From November 2025 these exemptions will be phased out in favour of Environmental Authorisations (Scotland) Regulations (EASR). However, where planings meet SEPA's criteria, they will be fully recycled.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.
- If any tar is identified onsite the following will be undertaken:
 - Coal tar will be classified as a Special Waste
 - Special waste consignment notes (SWCN) will be obtained from SEPA to allow the movement of the contaminated planings.
 - All waste will be appropriately segregated from uncontaminated planings
 - Coal tar contaminated road planings will be transported by a registered waste carrier to an appropriate waste recovery facility and accompanied by a SEPA-issued consignment note or code. Copies of consignment notes will be retained for a period of three years
 - SEPA will be notified at least 72 hours before (and no longer than one month before) Special Waste leaving site.

It has been determined that the proposed project will not have direct or indirect significant effects on the consumption of material assets or creation of waste.

Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and Vibration

Impacts

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby receptors will benefit from the improved road surfacing as a result of the scheme.
- Noisy works such as the use of heavy machinery such as pavers and rollers are required during night-time hours, which could cause disturbance for the close residents and amenity users.
- The works are not likely to change the existing baseline noise level post construction for any noise sensitive receptors.

Mitigation

- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- Avoid unnecessary revving of engines and switch off equipment when not in use.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance.
- The noisiest work operations will be completed before 23:00 where feasible.
- Drop heights from vehicles used on site will be kept to a minimum to minimising noise when unloading.
- Due to nighttime programming, Inverclyde Council have been notified of the works.
- A letter drop will be undertaken to notify residential properties close to the scheme.
- All site operatives will be briefed with a Noise and Vibration Toolbox Talk before works commence.

With best practice mitigation measures in place, there are no significant effect predicted on Noise and Vibration.

Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and Human Health

Impacts

- Construction site lighting during nighttime hours could cause disturbance to residential properties in close proximity, and for the nearby amenity users.
- No temporary or permanent land take is required, as all works will occur within the existing carriageway boundary.
- All Wheelchair users, Cyclists, and Horse riders (WCH) users including the Core paths and any pedestrian footways will not be impacted by the works due to the works being contained within the carriageway boundary.
- Bus stops and bus routes will not be impacted by the works.

Mitigation

- TM restrictions/arrangements and any anticipated travel delays will be publicised within the local and wider area through radio announcements and letterbox drops, aimed at minimising disruption to vehicular travellers.
- Advanced signage will be strategically placed on the trunk road to notify stakeholders of the road closure and diversion at least seven days in advance

With best practice mitigation measures in place, no significant effects are anticipated on Population and Human Health.

Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health no further assessment is required.

Road Drainage and the Water Environment

Impacts

- If not adequately controlled, debris and run off from the works could be suspended in the surface water. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may negatively affect the distant water environment.
- No 'in-water' works are required, therefore there will be no change in the hydrological regime or water quality within the surrounding water environment.

Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The control room will be contacted if any pollution incidences occur on 0800 042 0188 (24 hours, 7 days a week).
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- All waste, vehicles, ancillary plant, NRMM and fuels will be stored in the compound(s) or laydown area and will be secured and located, if space is available, at least 10m from drainage entry points, in order to comply with GPP 5 'works and maintenance in or near water'.
- Generators, and other ancillary plant and NRMM, where there is a risk of leakage of oil or fuel, will have internal bunding or will have a secondary containment system placed beneath them that meets 110% capacity requirements.
- Refuelling will only be undertaken at designated refuelling areas (e.g., on hardstanding, with spill kits available, and >10m from drainage entry points, where practicable).
- Prior to works commencing, all operatives will be briefed on [SEPA's Guidance for Pollution Prevention \(GPP\) documents](#).

Climate

Impacts

- GHG emissions will be generated through the operation of machinery, vehicles, and the use of materials (both recycled and virgin) required for the proposed scheme. Additional emissions will arise from transportation to and from the site. However, considering the nature, duration, and scale of the proposed activities, and taking into account the mitigation measures in place, the risk of significant impacts on climate is assessed to be low.
- Post construction no residual impacts are anticipated.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.

With best practice mitigation measures in place, the residual significance of effect on climate is considered to be neutral.

Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the Project to Risks

As the works will be limited to the like-for-like replacement of the carriageway surface, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

There will be no change to the likelihood of flooding on the A78 within the scheme extents upon completion of the works.

It has been determined that the project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Assessment Cumulative Effects

The [Scottish Road Works Commissioner's Interactive Map](#) and [Ameys Currently Programme of works](#) has not highlighted any works during the proposed timescale and at the location of the proposed works.

A search [Inverclyde Council Planning portal](#) on does not identify any works that will conflict with the proposed works.

Overall, the proposed works are not anticipated to result in significant environmental effects. Due to the nature of the works, no in-combination effects are expected.

Assessments of the Environmental Effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, the residual impact is deemed neutral and there will be no significant effects on the environment.

The following environmental reviews have been undertaken:

- Environmental Scoping Assessment (ESA) undertaken by Amey's Environment Team in October 2025.
- Due to nighttime programming, Inverclyde Council have been notified of the works.

Statement of case in support of a Determination that a statutory EIA is not required.

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area.

This scheme is not situated in a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- As the works will be limited to the like-for-like replacement of the road surface, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- The successful completion of the scheme will deliver benefits such as enhanced skid resistance for carriageway users, resulting from the improved surface condition and overall ride quality .
- Construction activities are restricted to the existing carriageway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- No significant effects on the environment are expected during the operational phase as a result of works. The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels will decrease post construction.
- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.

- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries and as a result will not require any land take and will not alter any local land uses.
- Works are not located within an area designated for its specific landscape character or quality.
- The scheme is not situated in whole or in part within a sensitive area

Characteristics of potential impacts of the scheme:

- The works will be temporary, transient and localised and completed during nighttime hours with traffic management in place.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase with mitigation measures in place.
- The risk to major accidents or disasters is considered low.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- Measures will be in place to ensure appropriate removal and disposal of waste and any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications. Measures will be in place to ensure appropriate removal and disposal of waste.
- No in-combination effects have been identified.

Annex A

“Sensitive area” means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.



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